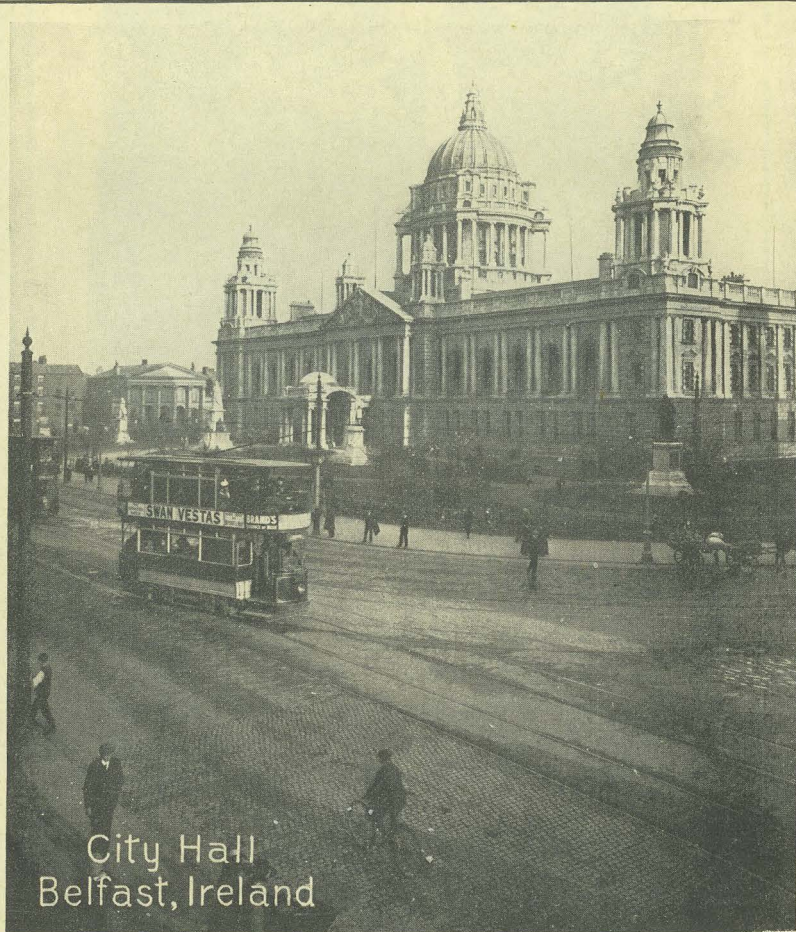


BRILL MAGAZINE



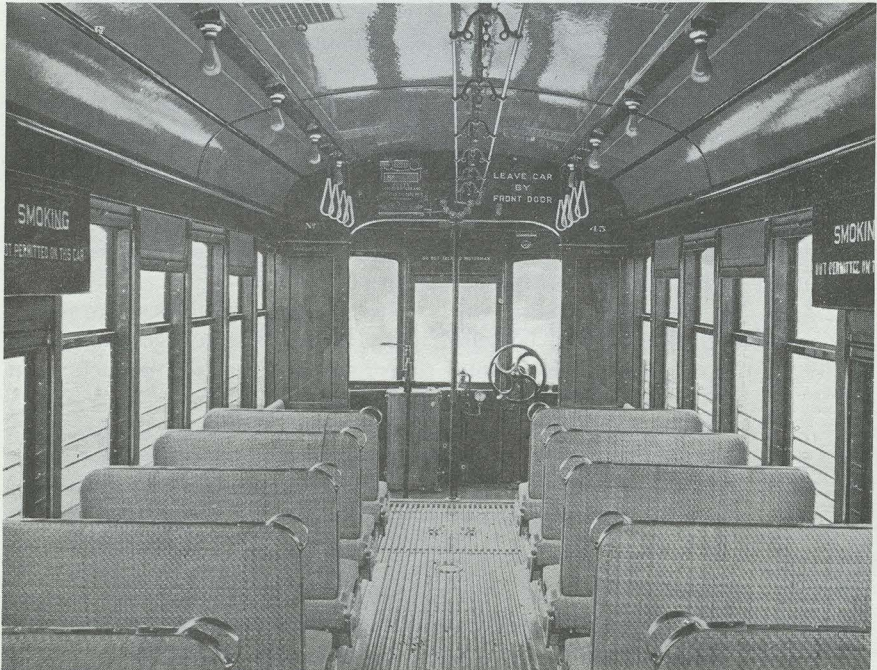
City Hall
Belfast, Ireland

Steel Cars for Service on Ogden Rapid Transit Lines

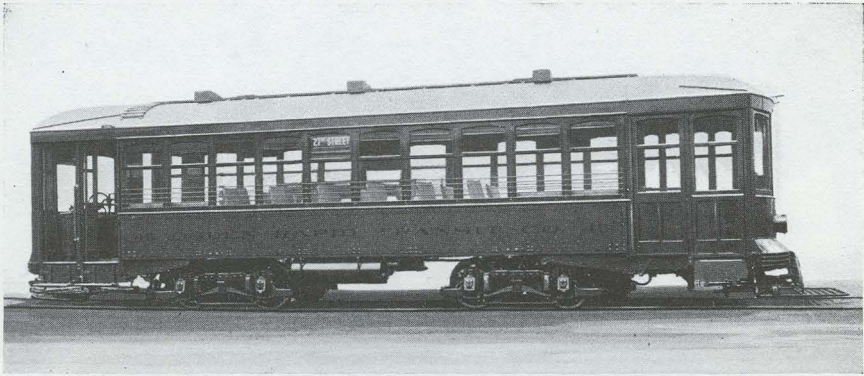
Brill No. 27-GE1 Trucks

THE Ogden Rapid Transit Company, Ogden, Utah, for which the American Car Company recently completed a number of cars of a very interesting type, operates over about fifty-odd miles of track, and, in addition to serving Ogden, connects Smithfield, Providence, Logan and Pleasantview. Probably the most interesting portion of the

system is that which runs through Ogden Canyon, where are located a large sanitarium and a hotel which is a very popular resort for residents of the city. Most of the right of way on this section, even to the post holes, had to be blasted out of solid rock and, as may be imagined, the cost of construction was very heavy. In addition to its passenger service, the company does a large freight business.



STEEL CARS FOR OGDEN. Pipe stanchion in center of bulkhead opening forms part of conductor's station



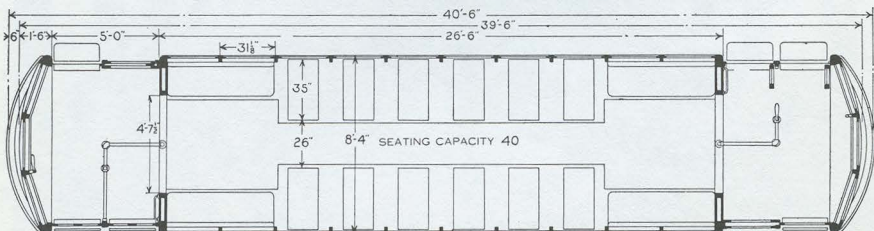
STEEL CARS FOR OGDEN. Continuous framing of upper sashes adds materially to strength of construction

The new cars have steel underframes, with side sills formed of 5-in. by 3½-in. by 3-16-in. angles. These form also the bottom members of side girders, of which the webs are 28½-in. by 3-16-in. plates, and the top members 2¼-in. by 2¼-in. by ¼-in. angles, as will be noted in the accompanying diagram. End sills are 9-in. channels, and crossings consist of 5-in. I-beams, fastened to the side sill angles with angle brackets and ¼-in. gusset plates. The platforms are supported on outside knees formed of 2½-in. by 2½-in. by ⅜-in. angles riveted to the top and bottom of 8-in. by ⅜-in. plates, the whole

having the characteristics of channel knees, and on center knees of 3½-in. by 5-in. by 5-16-in. angles, with yellow-pine fillers. Brill angle iron bumpers are used.

The body framing is interesting, corner and side posts being formed of T-iron of suitable dimensions. The latter extend from the side sill angles to the top rail, the web of the side girder reinforcing angles being cut away to accommodate each post. The plain arch roof is supported on composite carlines.

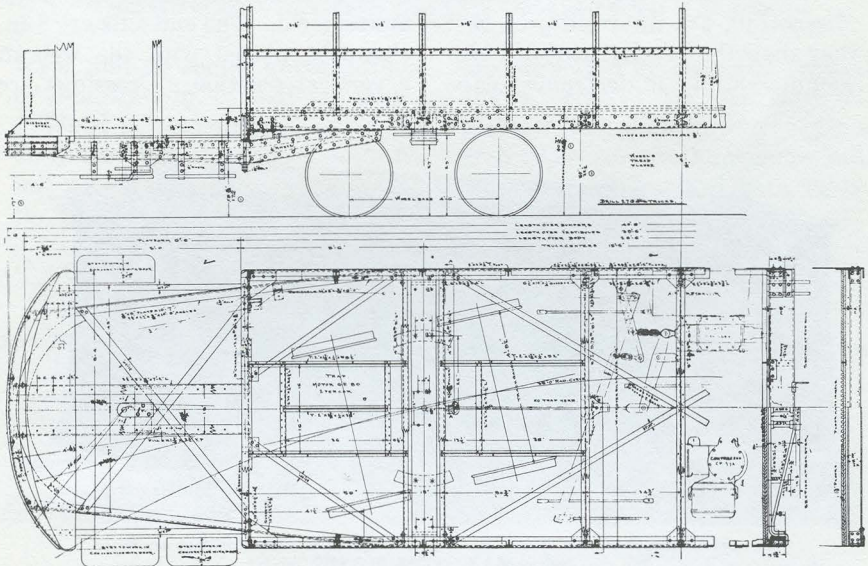
Round-end vestibules are fitted with three single sash windows, arranged to drop into pockets, that



STEEL CARS FOR OGDEN. Track to side sill, 2 ft. 6½ in.; side sill to trolley board, 9 ft. 0½ in.; floor to headlining, 7 ft. 9½ in. Track to step, 17¼ in.; step to platform, 14 in.; platform to floor, 9½ in. Estimated weight of car body, less electrical equipment, 16,000 lb.

in the center being adjustable, and are sheathed with sheet steel below the window sills. Platforms are provided with iron pipe railings to separate incoming and outgoing passengers. On the controller side of each platform are double, two-leaf folding doors, operated by means of a lever mechanism, located at the conductor's position. On the opposite side are

Cherry is used in the interior finish, with composition head-lining. The windows are of the arched head, double sash type, set 10 on each side of the car. The top sashes are stationary, and are framed in one continuous piece, while the lower sashes are arranged to raise. There are five Brill "Winner" transverse seats, and two longitudinal seats on each side,



STEEL CARS FOR OGDEN. Diagram of underframe, showing detail of the side girder construction

single doors, which slide into pockets and are controlled by the motor-man. All doors are arranged to operate in conjunction with folding steps.

upholstered with woven rattan. The cars are provided with the usual push-button signal system, and have hand-straps over the longitudinal seats.

There are two ways to build a steel car. One is to support the upper structure directly on the underframe, and the other is to make side girders carry the load. The latter method is preferable in all cases where it can be used.



The Brill "Exhaust" Ventilator

THIS contrivance has a capacity considerably in excess of any Board of Health requirement. No complicated parts. No maintenance costs. Besides its utility, it adds greatly to the appearance of cars.

THE J. G. BRILL COMPANY
PHILADELPHIA, PENNSYLVANIA



THIS DOCUMENT DIGITIZED BY

THE WESTERN CROSSROADS RAILWAY MUSEUM

UTAHTRAINMUSEUM.ORG

STEEL CARS FOR SERVICE ON OGDEN RAPID TRANSIT LINES

BRILL MAGAZINE JULY 1914 VOL.8 NO.7

DONATED BY JOSHUA BERNHARD

SCANNED NOVEMBER 2020